

**Celebrating 25 years of Helping to Make DX Happen**

# INDEXA



**EXTRA EDITION**

**Summer 2008**

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**Special Issue**

## ***The 2007 DXpedition to Scarborough Reef***

***By Paul Pescitelli, K4UJ and Tom Harrell, N4XP***

**W**hat an experience it was—45,820 QSO's, chased by a Chinese fishing vessel, seasickness in the night, dynamite blasts, long days in the sun followed by great camaraderie, the GOOD, the BAD and the UGLY all in the span of 5 minutes at times!

The 2007 effort to activate Scarborough Reef was born in 2002 by Paul Pai BV4FH and San Hutson K5YY while in the midst of an operation from Pratas Island. During the period 2002 to 2004 signs of possible approval were repeatedly received but never materialized. BV4FH was able to get Chen Ping BA1HAM involved as the President of the Chinese Radio Sport Association and as the operation's point of contact with the Chinese government. Luckily the government never said "no", they just said maybe at a later date.



**A happy team gathers on one of the "rocks" at the conclusion of activating Scarborough Reef, but the hardships of getting there, setting up, and operating didn't always bring smiles.**

It wasn't until early 2005 when BA1HAM advised BV4FH the Chinese Ministry of Foreign Affairs was now involved and permission might be given for a date in October. BV4FH and K5YY decided to initiate more in-depth planning and other preparations and asked Tom Harrell (N4XP), a veteran of many DXpeditions, to join the "team". Bob Vallio, W6RGG, (veteran of the 1997 BS7H team) and James Brooks, 9V1YC, (another well known DXer) were next to be brought in along with Don Greenbaum, N1DG (another experienced DXer, webmaster and pilot). So far the team had two operators with previous on-site experience, backed by a support team with fundraising, logistics, and IT experience.

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## Scarborough Reef—2007 (con'd)

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It was during this time period major sponsors were approached and support was lined up for radios, amplifiers, and antennas; ICOM would provide radios, SteppIR would send verticals, Acom loaned its 1010 amplifiers, Butternut added low band antennas and Heil donated the headsets. Financial support was obtained from GDXF, **INDEXA**, NCDXF and others who always help these types of operations. The next step was to add more operators: Mike Mraz, N6MZ, Joe Blackwell, AA4NN, Max Mucci I8NHJ, Paul Pescitelli, K4UJ and Tom Berson, ND2T joined the team. As time went on the CRSA added the following members to the team: BA4RF, BA1RB, BA4RC, BA1AAX, and DL3MBG. Chin-Ta Ko, BV6HJ, a construction engineer by trade, was also added to build and maintain the platforms designed by Johnson Wong BV4DP as well as to keep all facilities running and operating properly. Later, Mike McGirr, K9AJ, joined the team as our on-site doctor.

However, 2005 would end without the promised approval from the Ministry of Foreign Affairs and we moved into 2006. The year 2006 became 2007 but we kept applying and never gave up hope.

Finally, late in the evening on February 3<sup>rd</sup> while N4XP was talking to BV4FH on Skype, BV4FH received an Email from BA1HAM telling him the Ministry had finally given permission for a spring operation. At that very moment there were no words to describe the feelings both experienced as they both realized that was only ninety days away. The team was notified and all the previous planning and preparation kicked into high gear. Transportation needed to be arranged, equipment from the sponsors needed to be shipped and a fund raising effort had to commence. At this point it was also decided to establish contact with the Philippine DX community and the Philippine Amateur Radio Association (PARA). On February 8th the first official announcement was made announcing the DXpedition with a date of late April depending on transportation arrangements and weather. Needless to say the DX world was excited. . . .

Many actions started to kick into high gear. 9V1YC started a search for transportation; N4XP initiated a major fund raising effort while N1DG activated the BS7H website.

By the middle of March 9V1YC had traveled to Hong Kong and secured transportation, a working vessel some 75 feet in length named "Deep Blue" with all the resources the team needed. More importantly Deep Blue had traveled to Scarborough Reef many times and was familiar with the uniqueness of the area.

As April approached a major roadblock appeared that could have scuttled the entire operation right then and there. Despite friendly and productive talks with PARA (DU9RG, DU1JMG, DU2JAK and DU1EV) word was received the DXpedition would meet the same fate as the 1997 DXpedition. The operation needed help from someone who knew all parties involved including those in China and the Philippines. Enter Martti Laine OH2BH. Clearly, at this point the future of the DXpedition was in question, but like a determined soldier, Martti

worked the telephones, email and Skype around the clock over the next week and was able to overcome all expressed concerns. The DXpedition was back on track. In doing so not only was the fire put out but the team gained another experienced operator, especially one with BS7H experience. Special thanks from the team go to those key players in the Philippines Amateur Radio Association as well as Tim, N4GN, for his assistance.

Because of the expected high costs to make an operation of this magnitude take place, the major support received from **INDEXA**, NCDXF, ARRL Colvin Award, The Carolina DX Association and the German DX Foundation was proving to be instrumental in making the operation happen. Hundreds of individuals DXers also donated funds showing the huge demand for BS7.

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## Scarborough Reef—2007 (con'd)

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In late March, N4XP, AA4NN and K4UJ would spend part of the weekend assembling and testing the equipment at the QTH of W6XA. The second week of April N4XP and K4UJ carried the equipment to the freight forwarder to be crated at the Atlanta airport in preparation for shipment to Hong Kong. The team assembled in



**“Deep Blue” was to be our home to, from, and while at Scarborough Reef.**

Hong Kong the weekend of April 21 to find that all the equipment had arrived safely and was already loaded on Deep Blue by 9V1YC, VR2BG and N6MZ.

Our initial plan was to depart as soon as possible, but the plan suffered several delays and potential cancellations due to additional political hurdles (The BAD) The management team worked diligently to overcome those and was able to set sail on April 25<sup>th</sup> at 0600Z.

During the 3 day trip we experienced some rough seas so Captain Desmond would carefully play “mom” of the ship coaching everyone through the day. At each meal time Desmond would slow the boat and

change course to lessen the sway of the boat so we were all comfortable while eating, then back to full steam ahead. April 26<sup>th</sup> at 0800Z we were intercepted by a Chinese fishing vessel—apparently we had charted a course right through the middle of their fishing territory, but after a slight change in course we were back on track for the reef.

Sleeping on the boat was a challenge due to the constant rocking side to side as well as fore to aft, fall too deep into sleep and you may roll out of your bunk! Then when everyone finally fell asleep we were quickly awakened to seasick team mates in the middle of the night with dueling barf buckets sliding around the sleeping quarters (The UGLY).

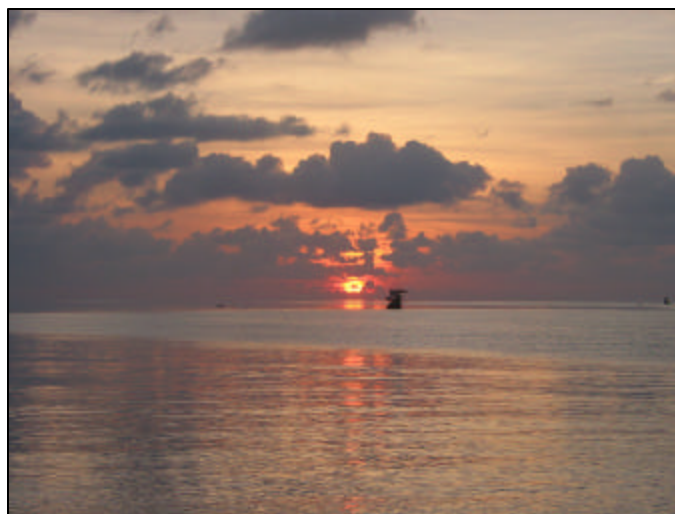
We finally arrived at the north side of the reef just before sunset on April 28<sup>th</sup>; our first sign of arrival was that of a Philippine outrigger trolling around the reef. It was a very surreal scene to be traveling along the open sea and BOOM out of nowhere are hundreds of tiny rocks sticking out of the water. Adrenaline was flowing in the whole team, and now we were supposed to sleep and wait for morning—yeah, right. The conflict of adrenaline

and peacefulness of the calm reef staring at us made for some strange emotions, kind of like one of those times that you might should be scared but feel really comfortable at the same time (The GOOD).

The next morning, we continued toward the southern tip of the reef to locate the entrance so we could seek haven from any rough seas that may linger during the operation. Upon arrival we witnessed a new way to

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**To the right, while not taken on the night of our arrival, the photo shows the lovely sunsets we experienced while on the reef.**





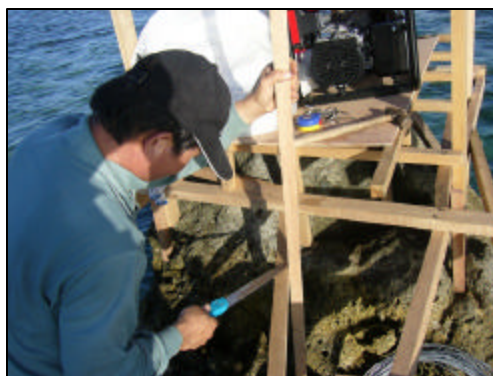
## Scarborough Reef—2007 (con'd)

(Continued from page 3)

fish, DYNAMITE! We observed a huge splash near one of the fishing boats and could only surmise that they were using an explosive device to shock the fish before scooping them up (The UGLY).

Now the real work, both physical and mental began. It was readily apparent the team was suffering from cultural differences and it would take immense amount of coordination and nurturing to keep things running smoothly, James 9V1YC did an excellent job at managing the tasks at hand.

After spending most of the day scouting the rocks, gathering GPS coordinates and getting the first platform built (Rock #2) we would be pressed for time to get the first station on the air before night fall. In a mad rush several operators loaded what they could in the small boat (water taxi) and basically dumped the equipment



Left to right: Sizing up a rock, constructing a platform and Rock #2 ready!

and two operators AA4NN and I8NHJ onto the platform at dusk and wished them luck! Struggling through darkness and a myriad of small technical hurdles they were able to get the first station on the air.

April 30<sup>th</sup>, began with BV6HJ finishing the platform for Rock #4 and several hours later DL3MBG and K4UJ, began assembling the equipment and we put that station on the air on 15M for several hours until regular shift operation to take over.

### SHIFT DUTY

A word about operating shifts on the reef. Due to the time of the year, high tide and low tide changed quickly and also changed by as much as 25 minutes each day. The morning shift started about 1 hour past sunrise and lasted till shortly after lunch time (5-6 hrs), then the afternoon shift would begin and last until just before sunset, then the long night shift began. This "graveyard" shift would be on the rock for 12-13 hours as it was unsafe due to limited visibility and low tide to change operators in the middle of the night. Needless to say, the operators that were on the night shift were really worn out when the shift changes arrived each morning.

The day began about 5:30am with the morning shower and breakfast. It was breakfast that was the surprise meal of the day. Our cook "Little Sister" would make up a big batch of fried eggs, and most mornings we had beans and franks also, yum, comfort food in the middle of the South China Sea. With some instant coffee we all felt great after breakfast and ready to either do our time on the day shift, or tend to the chores that needed to be done. By 7am each morning the water taxi would start its rounds to each rock by dropping off a fresh operator and returning the tired operator to the "mother ship". This process repeated itself 3 times a day, morning, mid day and late afternoon.

For the long night time shift one person was designated to stay up all night on Deep Blue and monitor the HF activity to ensure all stations were operational. This person would also monitor the 2M base station in case someone needed assistance with a setting on the radio. BA1HAM took this shift many nights which allowed the other operators to get some much needed rest.

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## Scarborough Reef—2007 (con'd)

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### GIT 'R DONE

May 1 quickly turned into a day of reckoning (The BAD). This day quickly reached a point where every aspect of setting up and becoming operational encountered a major roadblock with the limits of each operator stretched. As events unfolded, 9V1YC in an effort to move things along turned to DL3MBG and K4UJ and asked, "Can you two have that rock on the air in less than 2 hours?" Emphatically, both answered, "YES" and they were off! They quickly launched the water taxi with the radio, antenna, amplifier and gas for the generator and within two hours the station had been assembled and they were putting stations in the log.

There were now two stations on the air and the efforts to make rock #1 operational were underway. Before it was over, this day would truly become the team's most difficult day mentally to date (The Ugly).



Each morning, "Little Sister" (far right) made sure the team was well fed. Then it was off to drag the skiff across the sharp, jagged coral underfoot to replace the exhausted members of the "graveyard shift". This night shift stayed on the rocks for 12 to 13 hours because of safety concerns of negotiating the reef in the darkness of night. In the middle, the now famous photo of "Rock #4".

### EXCITEMENT LOOMS

Whenever you find yourself in unfamiliar territory there is always a chance for something to go wrong. One afternoon while waiting for a shift change, the "help desk" received a call on the 2M radio from OH2BH. Two local fishermen had boarded his platform and he could not communicate with them. In a mad dash 9V1YC and K4UJ along with the boat Captain and his first mate would hurriedly race to Rock #2 to scout the situation. After several minutes of attempting to communicate with the fishermen one of them jumped in the lagoon and speared an eel and offered it to us. We could only assume they were trying to barter for gasoline, a much needed resource on Scarborough Reef.

They finally left, only they then decided to board Deep Blue (The BAD). Standing firm at the top of the deck was N6MZ and by his side was our cook, "Little Sister" hiding her meat cleaver by her side. Those fishermen were not going to board the boat and she was there to make sure of it!

### OPERATING TIDBITS

As with most major DXpeditions there is the question of why did you do that? Why didn't you do this? Well Scarborough Reef was no different. Did we work a lot of JA's? Yep, sure did, they were right in our back yard, and who else are you going to work in the middle of the afternoon when the rest of the band is dead?

The night shift operators had the best of times and the worst of times. Remember their shift was often 13 hours long where they would sit lonely on a rock handing out Q's to the deserving, attempting to make the best of each propagation opening, fighting fatigue and with only the company of a throbbing generator to "amuse" themselves. True isolation, it was scary, surreal and exciting all at the same time—and no room to take a walk to stretch one's cramped legs.

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## Scarborough Reef—2007 (con'd)

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### SETTING NEW STANDARDS

For this expedition our main goal was SAFETY. Second to that was the obvious—make some Q's and have some fun. This activation of Scarborough Reef was the first operation to activate RTTY, 30M, 80M, 160M, first HF Yagi and the first operation to activate 4 rocks simultaneously. Our QSO count of 45,820 almost doubled all the previous operations put together.

In addition, the method of fundraising by using PayPal, and online web donations made it easy for amateur operators worldwide to contribute financial support to the operation and see their donations listed on the web-site in near real time.

There were those that had their doubts about being able to activate one of the most politically sensitive DXCC entities, but in the end we were able to raise the bar once again. We announced at HamCom in Dallas that all individuals that contributed would be the first to get their Logbook of the World credits for BS7—this was our way of saying "Thank You" to all those that provided support.

The entire team extends our most sincere thanks to those around the world who worked diligently behind the scenes, and to our equipment sponsors, without whose assistance this trip would have been impossible.

The team also thanks those individual DXers who without hesitation provided financial support.

Special thanks go to those organizations such as **INDEXA**, NCDXF, GDXF, The Colvin Foundation and The Carolina DX Association for granting the substantial level of support they provided.

—73 Paul, K4UJ and Tom, N4XP

## A Letter from President Gary Dixon, K4MQG

**Hello fellow DXers and INDEXA Members,**

The past twelve months have really been a time of positive changes for INDEXA as an organization. Next month INDEXA will be introducing a new way of voting for our officers and it will be an electronic ballot. Previous ballots were a part of the August Newsletter, but this time it will be a stand alone article. You will be able to cast your vote for the officers for the upcoming year with our new secure electronic ballot. No mailing the ballot back to Bill, W4UNP, as in previous years.

This is just another feature that streamlines our operation and reduces operating cost. This is another "first" for INDEXA and a way to make your dues and contributions go for their intended purpose which is DXpedition support.

The new voting method complements additional INDEXA achievements over the past year such as:

- 1) Introduction of a totally new web site.
- 2) Electronic payment of dues and contributions.
- 3) Almost complete elimination of the quarterly paper newsletter and transition to e-mail distribution.

The past few months have been a little slow in the DX activity department. Hopefully the latter part of the year will produce improved propagation on the HF bands for all of us to enjoy.

Thanks for your continuing support of INDEXA.

Regards,

Gary Dixon, K4MQG  
INDEXA President

# INDEXA



SECOND FRONT PAGE

## YI9PT—A DXer's Dream Story

By Reidar "Radar" Larsen, Tom Harrell (N4XP) and Tom Gregory (N4NW)

### A NEW DXer's PERSPECTIVE

**M**y name is Reidar "Radar" Larsen . . . and I am a United States Marine serving in Iraq.

I was originally licensed as KC0JSZ in 2001. I had grown up in a ham-aware family as my Uncle W0TUF (SK) and Cousin N0BLX (SK) were avid hams with my uncle's experiences going back even before WWI. I had been fascinated by the whole idea of radio and the long range contacts they made via Morse code but it was something I never really figured out how to try myself until later in life.

My XYL passed her Technician exam and became KC0MKD although only because I asked her to, but she is now a very supportive ham wife! We ended up moving to Rhode Island for a year when I attended the Naval War College, and there I was off the HF airwaves and restricted to VHF. We received orders to Quantico Virginia the summer of 2003.

While stationed in Northern Virginia, N4NW encouraged me to participate in my first contest (2004 ARRL DX SSB) and worked some rare DX and really enjoyed the whole experience. Contesting and DXing became my focus and I was able to join the Potomac Valley Radio Club (PVRC) and met a whole new group of hams, the "contesters"! They really are some of the most serious hams I had ever met and this is where I learned how to put up towers and big antennas and see some of the most amazing stations in the PVRC—what a great experience.

About this time K4HR and N4NW decided to start the Stafford DX Association (SDXA) and we all kind of started this very informal "DX Club", the kind you have when you're a kid with your buddies but this was for older kids, HI, HI. The SDXA then entered contests under the PVRC name but as a sub-team having a blast working SOAB. Occasionally we would work from K4HR's "super" station, (when MRS K4HR, Lola, would let the boys come over and play!). So this informal group alternated between station building, DXing, and Contesting.

I quickly found that the KC0JSZ call sign was somewhat of a disadvantage in the pileups and too lengthy to transmit in a contest exchange. It was not long before I obtained my present call, K2PT. While I was in Virginia, Tom (N4NW) started pronouncing my name Riedar (RY-der) as RADAR when in conversations on the local DX repeater and in person. The nickname was picked up by other hams (my dad has always called me Radar—it's the Norwegian pronunciation). Then in 2007 I received orders for the US Central Command in Tampa Florida and had to depart the pattern.

Soon after arriving in Tampa I became a member of the Florida Contest Group (FCG) and started to plan for

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## ***YI9PT—A DXer's Dream Story (con'd)***

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the fall DX contests. Ham radio was put on hold a few months later however when I received orders to deploy from my new command. With orders in hand to go to Iraq, life was re-focused.

Originally I did not think I would be able to get on the air. Because of that, the last 30-45 days of pre-deployment training and preparation were totally focused on my family and job. I wanted to think about radio but I was running out of time, except for Christmas.

I arrived in Iraq on January 9, 2008 and deployed with no radio or other ham gear. I had obtained an Iraqi ham application but for 2 months did not send it to the Iraqi Amateur Radio Society (IARS) due to security concerns. An applicant is required to mail very personal information to people that are possibly not the "good guys". Although I did not send the application prior to departure, I did take the necessary forms needed to apply.

Soon after my arrival it was evident I was going to try and find a way to get on the air. My buddies from the SDXA, PVRC, and FCG were hounding me also! I was soon searching for another ham or the MARS station, and that lead me to the Radio Officer where I work. He was all for the whole concept and actively helped me. While talking to the Radio Officer in his office, the Iraqi Communications Commission (like our FCC) representative came in. They understood my effort to obtain a license and were very helpful. Soon I was handing them my application and I felt much better doing that in person.

Unbelievably, within 12 hours I had the YI9PT license! That has to be a record in a country with so much going on—they were so polite and helpful. What a great group of professionals.

Now I was totally into the "make it happen" mode and called my XYL to have all my ham gear sent over and figure it out on my own. I actually sent an email inquiry asking about getting an antenna over here and how long would it take. Once N4NW, N4XP, K4HR and N1DG heard what I was doing they immediately asked me to QRT and standby. They told me that they would work up a support plan.

So we went from nothing to everything in 48 hours. This was like a dream, never did I even think I would get this type of help. All I was trying to do was to get up a wire and put a radio on the air. Now this had become a full production DXpedition with team members, etc. It was fantastic and a little overwhelming as I had never done this before. To end my personal comments, I offer special thanks to the members of the SDXA—N4NW, K4HR, N4XP, N1DG, OK1KT and N4JOW who have provided never ending efforts of support, logistically as well as managerial in making this happen. I want to also thank INDEXA, NCDXF, GDXF and those individuals who provided support either equipment or funds to make this a success. I also thank ICOM for the use of a IC7000 during this operation.

Now I will let the two Tom's—N4XP and N4NW, tell you the other side of the story from their side."

### **THE OTHER SIDE OF THE STORY FROM THE PERSPECTIVE OF THE SDXA MEMBERS:**

In the summer of 2007, Radar was assigned from Marine Corp Base Quantico to a new assignment in Tampa Florida. Radar remained in frequent communications with N4NW and other SDXA members and in late 2007 received orders to deploy to Iraq. During conversations with N4NW it was discussed that once in Iraq, Radar could or should pursue authorization to operate. N4NW, having operated for 8 years from various African DX locations in the 80's, strongly encouraged Radar to consider the possibilities and opportunities of operating from a rare DX location.

In his January 15<sup>th</sup> email to family he states, "I handed in my Iraqi amateur radio request today. The Iraqi Communication Commission (like our FCC) happened to be on-deck here at our command and when the communications guys figured out I was a ham and needed a license, they hooked me up and introduced me to the Iraqis. I was excited; they said it would take from 3 days to 3 weeks, so we shall see."

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## YI9PT—A DXer's Dream Story (con'd)

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In his email to family on January 16<sup>th</sup> he exclaims, "I cannot believe I got my license in less than 24 hours, which is amazing, they beat the FCC at their own game!

73, YI9PT!!!!!!"

All the while that Radar was preparing to go to Iraq; talk amongst other members of the SDXA was how they could support him if he was able to get on the air. Once a license was in hand serious thought was given to a station but Radar's own equipment was still in Florida. N4NW asked N4XP, who has had both DXpedition experience and recent experience with the BS7H logistical support, to assist in helping the SDXA get some light weight equipment to Radar. Soon, N4XP had arranged for ICOM America to provide an IC-7000. Requests were also made to Northern California DX Foundation (NCXDF), International DX Association (INDEXA) and the German DX Foundation (GDXA) to provide assistance towards the caliber of station Radar needed to activate YI in a big way.

By the 3<sup>rd</sup> week of January, NCDXF provided funding for an antenna system that would allow Radar to consistently be heard around the world. Soon, a 2 element SteppIR was located and arrangements were made to forward the equipment to Radar. It was also SDXA's desire to provide an amplifier and INDEXA led the way in funding to make that happen.

Another SDXA member, N1DG, was asked to put together a web page with hosting donated by N4NW & Equity Commerce, a credit card processing organization as sponsors. At the same time K4HR, N4XP & N4NW were helping Radar with antenna types to be used until the SteppIR yagi arrived. Also as N1DG built the web site a fund drive was initiated and additional support started to come in. It was at this point N4XP started to seek QSL support. OK1KT, newly inducted member of the SDXA, who works with Beda, OK1FXX of ELLI Print, arranged to have ELLI Print donate the QSL cards. YI9PT's support was now in full swing.



**INDEXA hopes you now have Radar's QSL card in your collection. To the right above, Radar's wire antennas strung between palm trees.**

On January 31 both N4NW as the pilot and N4XP the QSL manager advised major DX publications of the imminent activity from YI9PT. N1DG also launched the web site: <http://Stafford-DX-Association.org>. On February 1, first QSO in the log was SM7EHU on 80m. YI9PT was on the air with Radar at the microphone. Initially, the station was in a temporary location—an old CONEX container located near Radar's work site. A more permanent location had been located and action was underway to secure that location. It was hoped this new location would become reality within several weeks. As things developed, that just was not to happen, however.

It was also apparent transmit power would be needed and additional fund raising was initiated to purchase an

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## YI9PT—A DXer's Dream Story (con'd)

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AL80B amplifier. INDEXA lead the charge on the amplifier fund raising with a large grant. After sufficient funds became available the amplifier was procured and forwarded by members of the SDXA. Knowing the addition of the amplifier would really improve the working conditions, Radar quickly made plans to get amplifier operational. As each day passed Radar was seeing his operation improve and he was really excited about the imminent improvements coming for the station, and his ability to operate with more than 100 watts and a di-pole.

Radar's operation continued as time allowed. The good thing with the temporary station location was that it was located near Radar's work location. It wasn't long the before the SteppIR arrived. Radar started to make plans on its installation. Unfortunately, the proposed site at which he had hoped to create a more permanent station became unavailable. At this time he was able to locate yet another potential antenna site and radio room (a closet, really) that was made available to him by the command and he began the process of making



**Left: Radar's SteppIR arrives. Some good things do come in large packages. Right: Hussein applies his welding skills to fabricate a mast bracket for Radar.**

this radio room and antenna site operational, thereby moving out of the CONEX container and into the new building. His new location provided more operating comfort and it provided a location for the erection of the elevated SteppIR yagi.

So in addition to operating before and after work, he was now able to break away and operate the radio as time allowed. Even with low power and the wire antenna QSO's continued to fill the log, although these QSOs were mainly to Europe. North America could not be heard well except for a few very strong big-gun stations. It was at this time N1DG established a log search for Radar's QSOs on the Stafford Web site for stations to make sure their QSO's were in the log. During the 3<sup>rd</sup> week of March Radar, along with the assistance of his fellow workers raised the SteppIR to a height of about 30 feet. YI9PT was on the air with a gain antenna and an amplifier and what a difference it was making. With all these changes, now not only was Europe easy to work but also North and South America were being heard and worked almost every day. Radar is confident that by the end of April he will have 10,000 QSOs and over 100 counties in the log. He is active virtually every day.

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## YI9PT—A DXer's Dream Story (con'd)

(Continued from page 10)

Radar and the Stafford DX Association want to thank those who helped; both the foundations, as well as those individuals that without whose assistance this operation would not have turned out as successful as it is. Special thanks goes to **INDEXA**, NCDXF, ICOM America, GDXF, ELLI Print and OK1KT for equipment and QSL card support.

Also thanks to WB5DNT, N4NW, W6OSP, N4XP, Dick Larsen, Ella Mae Larsen, W5BXX, N4PN, K4BVQ, KE0A, KC0MKD, KI4MLR, DJ9ZB, N4RZP, QRZ & The DX Magazine (N4AA), The Insurance Guys, Jackson Piano, Focus by Hopkins, and Equity Commerce who provided financial support.

As a DXer, Radar is now experiencing what every DXer wants; Radar is "living the dream."

TOM N4XP & TOM N4NW



Left, Above: (Pictured left to right in picture—last names removed for security) SGT Arin, USA; SSG Paulette, USA; CDR Dave "Diamond", USN; LtCol Reidar "Radar" Larsen, USMC; LTC Dan, USA; PO1 Ryan, USN; and LTC David, USAF.

Right, Above: "Radar" beams at being on the other end of the pileups.

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### DX World Guide by Franz Langner, DJ9ZB

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